

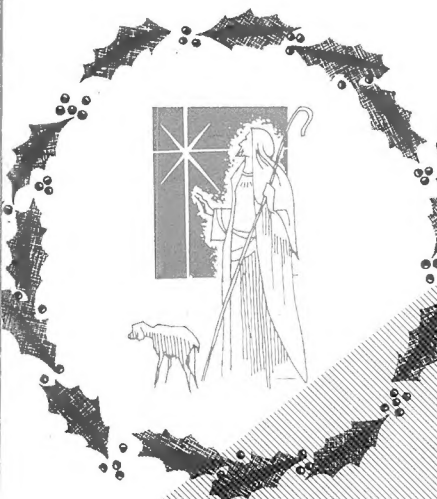
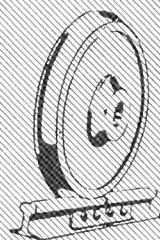


A. M. R. A.

Australian Model Railway Association

Registered at the G.P.O. Melbourne,
for transmission by post as a Periodical.

JOURNAL



Price 30c.
NUMBER
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CHRISTMAS EDITION

NOVEMBER
DECEMBER
1969

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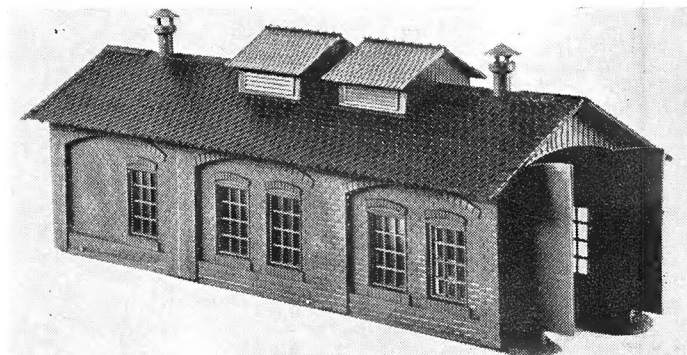
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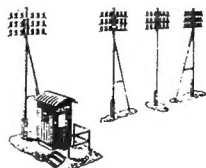
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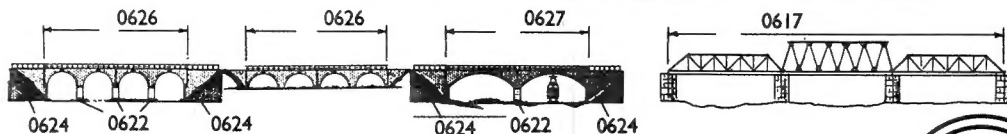


Left: "Arnold Rapido" Kit for 20 Telephone Poles with phone box. No. 0602 at \$1.50. Right: "Busch" Kit for a 9-storey City Block measures 140 mm. x 70 mm. x 169 mm. Kit No. 0951 . . . \$4.95.



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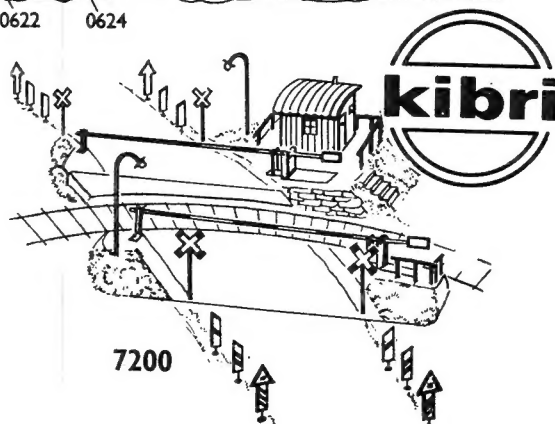
ARNOLD *rapido*



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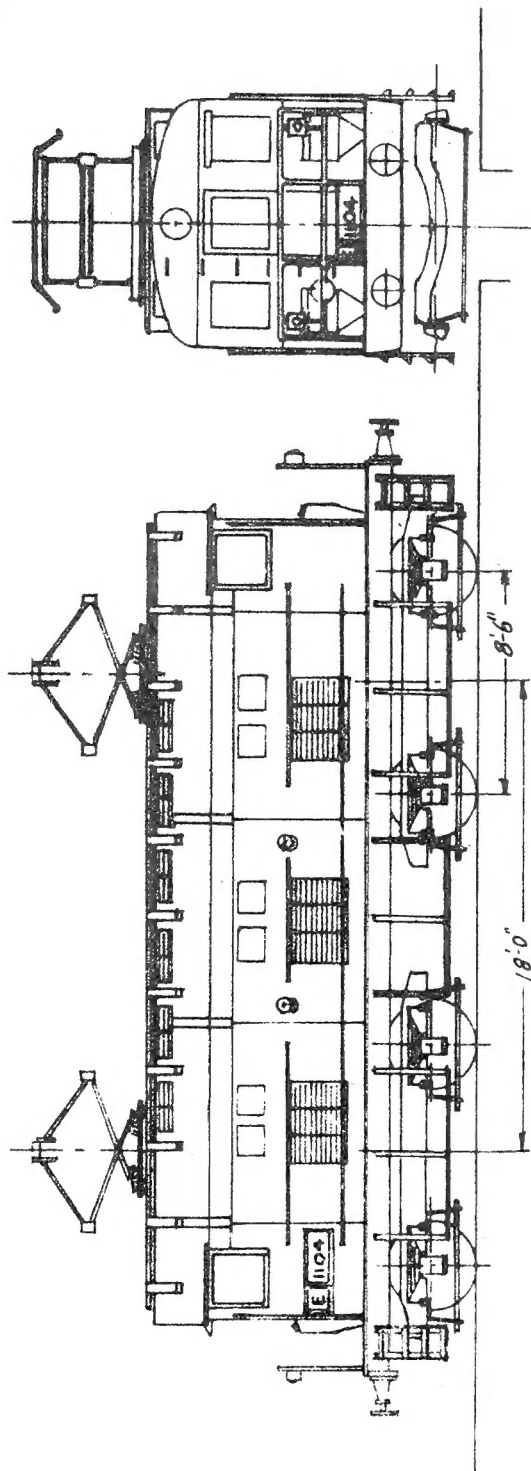
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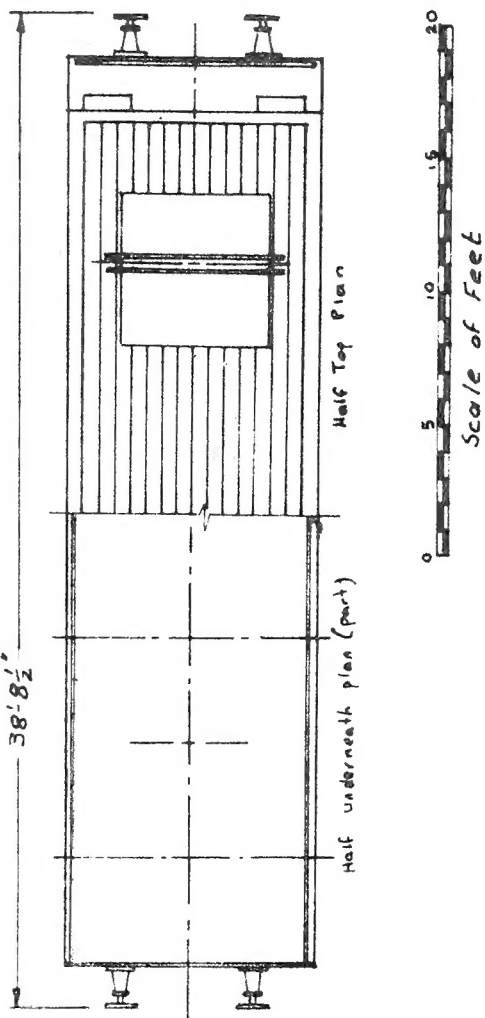
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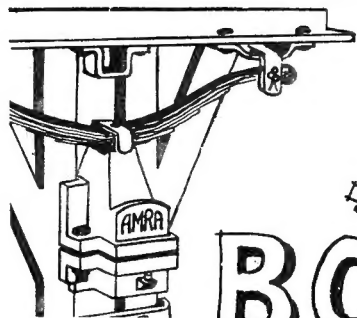
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 Height above Rail 14'-2⁷/₈"
 (With pantographs down)

B
 Sept 64





Editorial JOURNAL BOX

SOME THOUGHTS

Well, Xmas is just around the corner and the new Year is almost upon us.

By resolution of the Federal Committee all competitions now close on the same date, January 31st each year, and competition entries should be in the hands of the Federal Secretary by that time. Now is the time to put the finishing touches on that model, pack it safely, and send it on its way.

Coming back to our Journal, I have only enough material for the next issue. I trust that you are finding the Journal to your liking, but it will only remain so while I have material on diverse subjects to print in it.

A recent Federal Committee decision states that a 28 page Journal shall have no more than 9 pages of advertising, and no more than 2 pages for each additional 4 pages of Journal, because Journal must consist of multiples of four pages.

Now it is over to you. Let us see your models in our competitions, and let the Editor have some articles.

REX LITTLE.

COVER PHOTO:

PM class 4-6-2 loco heading towards Perth from Leighton. (August 1968)

Photo: G. Watson

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CREDITS

Editor	Rex Little, P. O. Box 46, Nunawading, Vic. 3131.
Publisher	Jack Treseder.
Art Work	Bill Morehouse.
Cover Design	Jack Townley.
Typing	Dot Treseder.
Printing	Maskell and Blake, Korumburra, Vic. 3950.

Federal Secretary Norm Read,
3 Augusta Street,
Strathfield, N.S.W. 2135.

Federal Treasurer Keith Robinson,
26 Lilac Street,
Punchbowl, N.S.W. 2196.

Federal Registrar Mrs. J. Dunn,
26 Napoleon Street,
Roseberry, N.S.W. 2018.

Advertising Manager K.S. Elder,
3 Balmoral Avenue,
Pascoe Vale South, Vic. 3044.

President's Annual Report

Being a new Committee of Management in a new State, the first few months were spent familiarising ourselves with the history and operation of the Association. However, one aspect that disturbed us was the state of our membership. Each year we gain a certain number of new members, but at the same time, an almost equal number of members do not renew their membership. We would like to know the reasons why they do not renew so that we can rectify our mistakes or improve our service, if possible.

To improve our service to members, a new position was created and Keith Wilcox was appointed Public Relations Officer. Keith literally threw himself into the job and is endeavouring to foster and renew interest in all States. Also he has had a new poster printed, inviting interested persons to join A.M.R.A. These are now available from the Federal Secretary for anyone who can place them in their local Hobby Shop. Membership forms have been reprinted, and lapel badges ordered.

As an incentive to Branches and States who do not have branches, the Committee have authorised a refund of twenty cents per financial member per year to existing branches. States that do not, at present, have branches will have the refunds placed in trust until such time as they form a branch, at which time the accrued monies will be forwarded to the new branch.

The supply of Constitutions was very low so the Committee revised and updated the Constitution but did not change the Constitution as we felt that

the Committee who had originally conceived it had done an excellent job. It is being reprinted now and copies will be forwarded to all financial members in due course.

In the publishing of "Journal", we feel that the Publishing Committee under the guidance of Rex Little as Editor and Jack Treseder as Publisher, have done a remarkable job. We hope they carry-on in the new year to the high standard they have set themselves but I would like to remind all members that the success of "Journal" is dependent on the articles and photos submitted by members. Show your support and confidence in the Publishing Committee by keeping up a steady flow of material.

As a means of fostering more interest in the Association, the Committee would like to see more entries in the competitions. These competitions are run for your benefit and handsome trophies are awarded each year. What about giving it a go. All competitions close on the 31st January, 1970.

Finally, I would like to thank, very sincerely, the members of the Committee of Management for the friendship and co-operation they have shown me over the past year. My job was made easier by their team effort. For business reasons I am not standing for re-election, but I trust that the members will support the new Committee as they have supported the old, and so help to build our Association into the biggest in Australia.

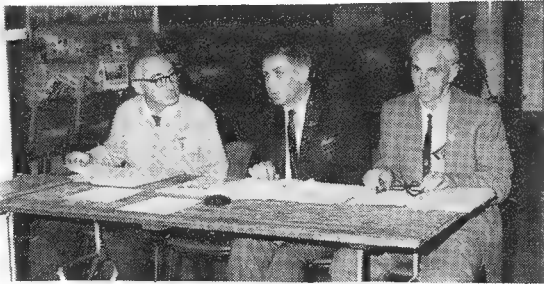
Thank-you.

BRUCE LOVETT.

Annual General Meeting

Photos: Rex Little.

Members of the AMRA gathered in the Lower Sydney Town Hall on Sunday 5th Oct. 1969, for the Annual General Meeting of the Association. Members from N.S.W., Q'ld., and Vic., were present. Bruce Lovett was presiding with Norm Read, (Secretary) and Keith Robinson, (Treasurer) at the table. Following reports from the President, Secretary, Treasurer, Editor and Publisher, the meeting moved on to the election of President and five committeemen for the ensuing year.



Norm Read. Bruce Lovett. Keith Robinson.

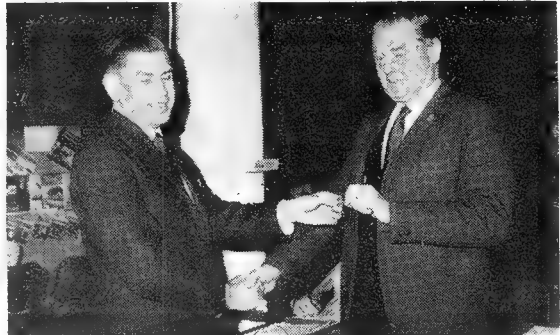
Mal Baker, (Vic. Branch President) took the chair for the election and duly declared Rup Ackland the President and Messrs. N. Read, K. Robinson, K. Wilcox, J. Skilton and Mrs. June Dunn as committeemen.



Some members at A.G.M.

by Jack Treseder.

The new President took the chair, the past President passed the president's badge on to Rup Ackland, who then continued with the meeting.



Bruce Lovett. Rup Ackland.

Rex Little, Jack Treseder and Mal Baker were appointed Journal publishing sub-committee, with Rex as Editor, and Jack as Publisher. Ken Elder was appointed Advertising Manager.

With the essential personnel duly elected and appointed the meeting asked numerous questions regarding Journal, the answers being given by members of the publishing sub-committee.



Some members at A.G.M.

All business concluded, the meeting closed early as most members in attendance had the final day of the Exhibition to face come the dawn.

An Industrial Line

by Daryl Musgrove.

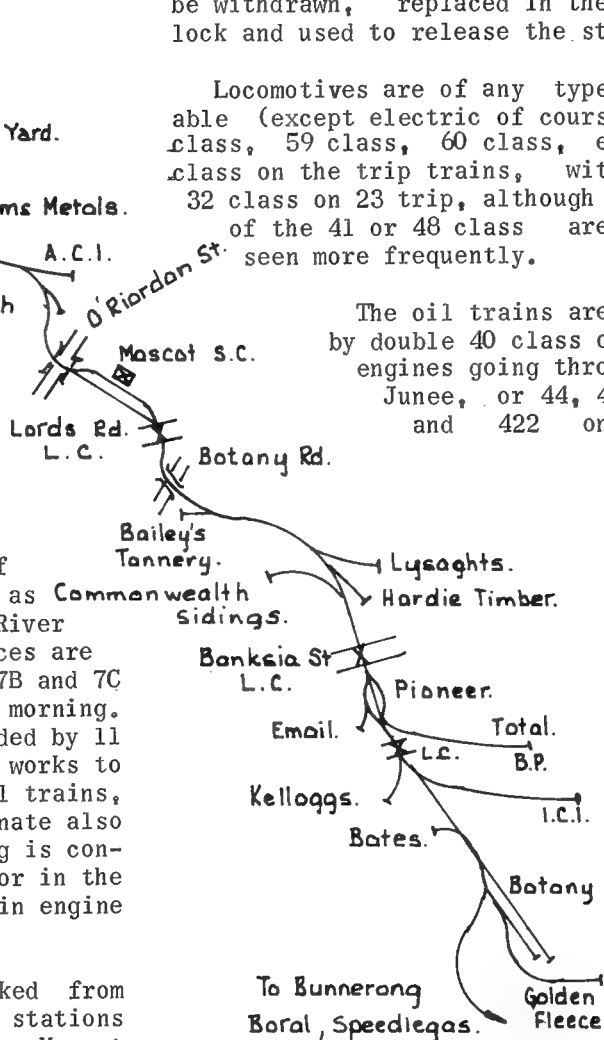
the lever lock until the points are restored to normal, when it can then be withdrawn, replaced in the drawer lock and used to release the staff.

Locomotives are of any type available (except electric of course), 50 class, 59 class, 60 class, even 38 class on the trip trains, with 30 or 32 class on 23 trip, although diesels of the 41 or 48 class are being seen more frequently.

The oil trains are worked by double 40 class on 421S, engines going through to Junee, or 44, 42, 421, and 422 on 391W

Some years ago I had the opportunity to work on the Botany goods line in Sydney. This line serves the industrial areas of Mascot, Botany and Bunnerong, as well as the extensive Cooks River goods yard. Regular services are provided by 7 trip, with 7A, 7B and 7C trips added when required each morning. Afternoon services are provided by 11 and 22 trips, while 23A trip works to Mascot each afternoon. Two oil trains, 421 south and 391 west originate also at Botany each day. Shunting is conducted with an X200 rail tractor in the Botany area, although the train engine is utilised at various times.

The line is single tracked from Marrickville Loop, and staff stations are provided at Cooks River, Mascot and Botany. The staff for each section is used to obtain releases at each siding. The staff is inserted in a drawer, which when pushed into a stand near the lever frame, allows the withdrawal of an Annett key which in turn unlocks the lever controlling the points. The key is held captive in



through to enfield, where north loading is detached. No. 391 west also clears available loaded wagons ex Kelloggs siding, which have been brought to Botany by the tractor.

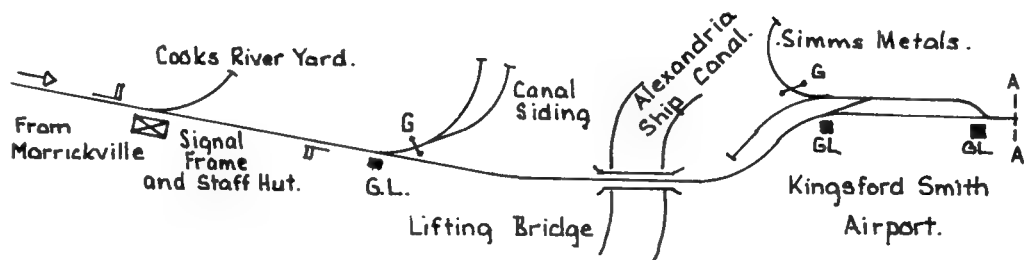
Traffic to and from the siding is

generally as follows:-

Siding Name.	Types of Wagon.	Loading In.	Loading Out.
1. Canal siding.	Tank, (Private) S or K.	Empty drums.	Bitumen drums.
2. Simms metals.	S or K, some G. Locomotives (stripped).	Empty. For scrapping.	Scrap metal.
3. A.C.I.	KS (Converted K for sand traffic).	Sand.	Empty.
4. Murray Moore.	UME, FME or other flats.	Steel lengths.	Fabricated steel.
5. Mascot.	S & K SRC	Empty. Meat	Scrap metal. Empty.
6. Baileys.	S & K.	Hides.	Empty.
7. Commonwealth.	(Not in use when I was there, although I imagine any traffic would suit.) e.g. Louvres, Flats.		
8. Lysaughts.	S, K, BD & G.	Tin in rolls.	Empty.
9. Hardie timber.	K, & BD.	Timber.	Empty.
10. Pioneer.	No traffic, works removed. Siding used to store Kelloggs traffic.		
11. Email.	GLX, HLX, other louvre vans. Kitchen appliances.		
12. Kelloggs.	MLV, GLX, Victorian VLX BWH, WH, & RU.	Empty Grain	Foodstuffs. Empty.
13. Total.	Tanks (Total and BP) S & K.	Empty Drums.	Petroleum. Drums.
14. I.C.I.	S, K and some louvres.	Drums	Drums.
15. Bates.	S & K	Paper board.	Paper board.
16. Botany.	S & K. Tanks (H.C. Sleigh, Shell, Esso, Mobilgas, & Amoco.)	General goods. Empty.	General goods. Petroleum.
17. Bunnerong.	Private engine (ex 24 class NSW.R.) BCH Tanks.	Coal. Empty	Empty. Speedie gas. Boral products.

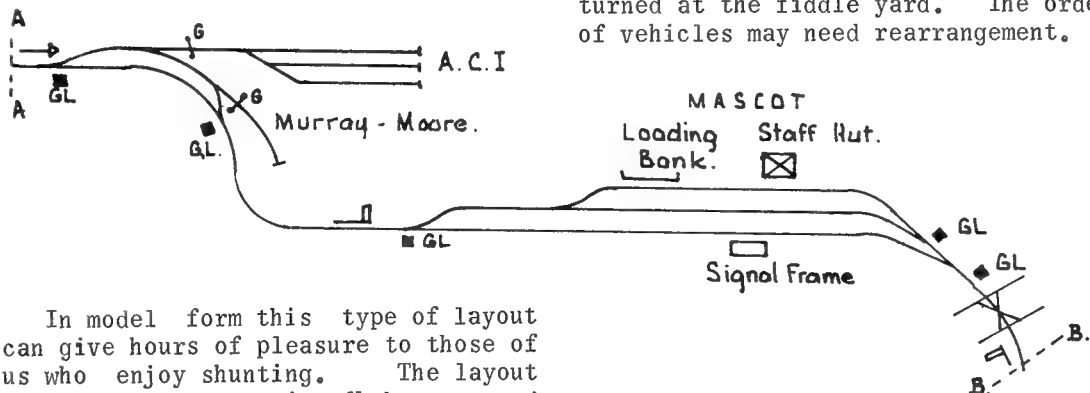
There is indeed a great variety of traffic offering. As a model this line will give many hours shunting, as a real trip takes about five hours. The layout of each siding is as shown and connected by single track.

All sidings are worked by departmental engines except Simms siding which has its own diesel shunter. The lifting bridge over the Alexandria Canal is not used these days, but was interlocked with the staff instruments.



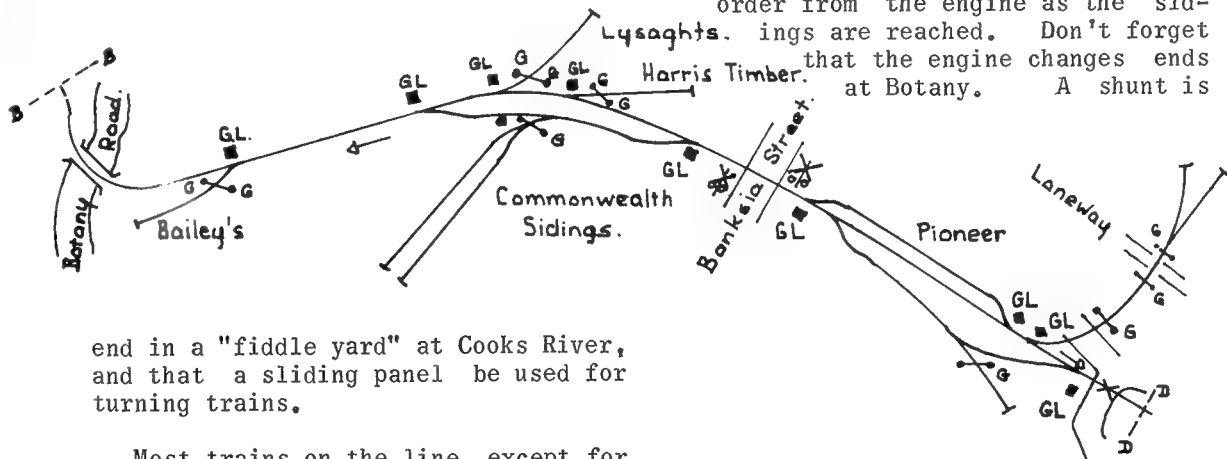
When a staff was out the bridge could not be raised. All staff instruments except those at Cooks River are usually left in automatic, it being the duty of the guard to work through each station. Control is exercised by the metropolitan goods controller at Sydney Station and each train proceeds under his direction.

the oil and coal trains convey two brake vans, one at either end. Locos predominately worked tender first to Botany, because the greater loads are hauled out of Botany. A small stand-pipe for watering engines was placed in the dead end at Botany, and the running of engine first makes the taking of water difficult. For this reason it is not necessary that trains be turned at the fiddle yard. The order of vehicles may need rearrangement.



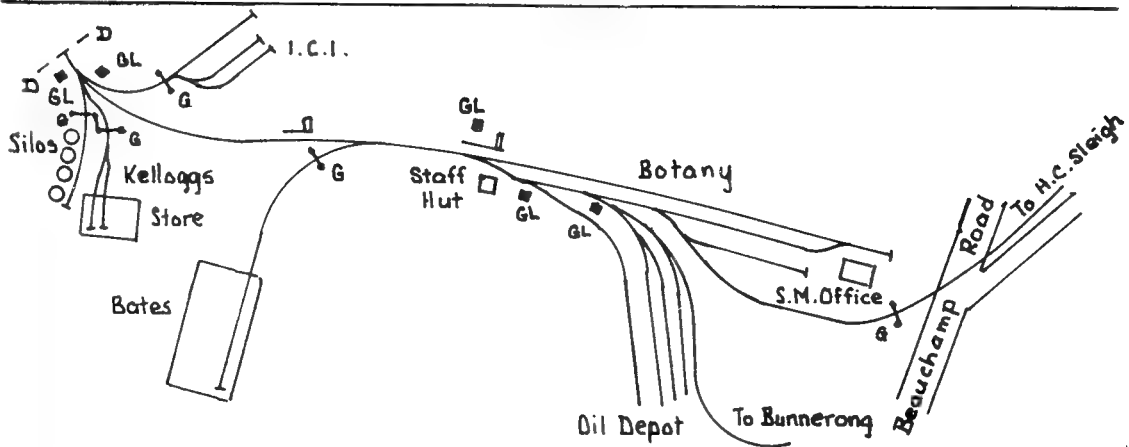
In model form this type of layout can give hours of pleasure to those of us who enjoy shunting. The layout can be accommodated in a U shape around three walls. I suggest that the line

Vehicles should be placed in the same order from the engine as the sidings are reached. Don't forget that the engine changes ends at Botany. A shunt is

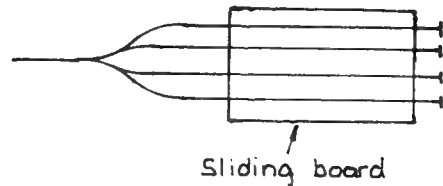


end in a "fiddle yard" at Cooks River, and that a sliding panel be used for turning trains.

Most trains on the line, except for



made by bringing the train to a stand clear of the siding, detaching the trucks to be placed in the siding, placing the trucks and returning to the train. If outwards trucks need removal, they can be collected first, either by the engine or with the part of the train to be left in the siding. The choice depends on the amount of work to be done before reaching the end of the line.

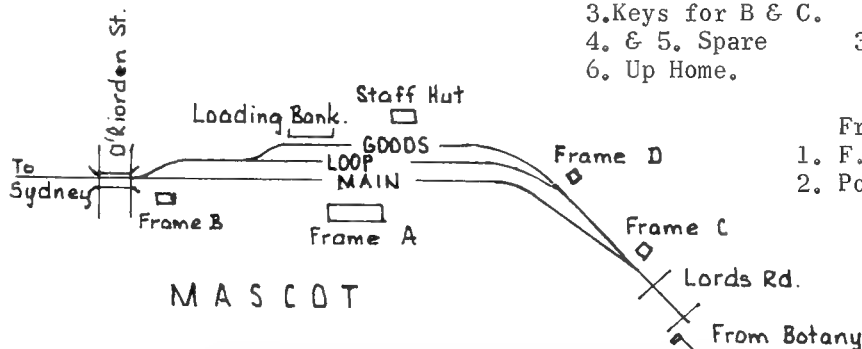


When loaded it is lifted out, turned through 180, and repositioned so that all trains face into the layout.

- Home Signal.
- △ Distant Landmark.
- Ground frame and associated staff lock
- GL
- G Gate
- * Flashing light
- Level crossing.

The interlocking arrangements at Mascot are shown below. The main frame, "A" is opened by use of an Annett Key obtained from the staff hut and when both home signals are at stop the No. 3 lever can be reversed to free two Annett keys used to unlock the No. 1 lever in frames B or C. When No. 2 lever in frame C is reversed, a rod connection releases lever No. 1 in frame D allowing access to the goods siding.

- | | |
|---------------------------|---------------------------|
| Frame A. | Frame B. |
| 1. Down Home. | 1. F.P.L. |
| 2. Closing. | 2. Points, Main to Loop. |
| 3. Keys for B & C. | 3. Points, Loop to Goods. |
| 4. & 5. Spare | |
| 6. Up Home. | |
| Frame C. | |
| 1. F.P.L. | |
| 2. Points, Main to Loop. | |
| Frame D. | |
| 1. F.P.L. | |
| 2. Points, Loop to Goods. | |



Sydney Exhibition 1969

Photos: Rex Little.

by C.Gilbertson & J.Treseder.



OFFICIAL OPENING.

Mrs. June Lamour. Mrs. Jago. Mr. Jago, M.L.A. Mr. Graham Lamour. Mr. Phil Kelly

The N.S.W. Labour Day weekend Model Railway Exhibition in the Lower Sydney Town Hall was organised and staged by the N.S.W. Branch of AMRA. The weather was fine and pleasant without being hot which no doubt enticed people to spend the weekend away from their homes and at functions similar to this exhibition.

This year the exhibition was opened by Mr. Jago, M.L.A., New South Wales Minister for Health, who, in his opening, stressed the idea of a "Hobby for Health" and why not model railway as this hobby.

The exhibits were up to the high standard that we have seen through the years. A total of 21 stands were assembled for the public's inspection.

This year the Journal staff thought that it would be of interest to members to know what takes place behind the scenes at the exhibition to make it a success.



Fascinating isn't it.

How is such an exhibition staffed so that all exhibits are staffed and the necessary chores are up to date? The main reason for the staffing success is the manner in which Branch members are behind the Exhibition Committee in offering their time and services which are allotted in the form of a roster, so that the duties are varied. Supervisors check the staffing on the hour to see that all points are manned and that those who are due to have breaks or meals are free to do so.



The welcomed cuppa.



Now who's next?

Meals. How does one cater to the corps of assistants that appear on the roster each day? This section of the exhibition was organized by Mrs. June Lamour. The wives, daughters, sons, girlfriends and boyfriends of members and their families rallied around her and produced meals - some instantaneously. Friday afternoon and evening while the hall space was being allotted and exhibits prepared, those in the kitchen were hard at the preparation of the meals for the following days. Ingredients were prepared for casseroles, (plain and curried), salads and sandwiches. The casseroles were cooked and coleslaw prepared, and all stored for use as the staff in white coats required, during the exhibition.



A slack moment.

Exhibitors for 1969.

L. Marsden - 48' x 8' "TT" & "N" gauge sceniced layout. The largest of its kind in Australia.

Traction Publication - featuring a display of railway books and periodicals including tramway and model railway subjects.

Illawarra Model Railway Club - "HO" tramway and "HON $\frac{1}{2}$ " coffee table layout (Australian narrow gauge mountain railway) plus static models.

J. Searle & Sons, 315 Pitt Street Sydney, operating Marklin and Leeman "L" gauge trains, also new Marklin "K" track.

Prospect Model Railway Club - fully scened 12' x 6' "HO" & "HON $\frac{1}{2}$ " American prototype.

Lady Hopetoun & Port Jackson Marine Steam Museum - display of model steam and sailing ships.

Hobbycraft, 276 Illawarra Road, Marrickville, - operating "N" gauge layout and hobbies display.

Pizzy Pty. Ltd. - "HO" & "N" gauge Lima layouts.

Bergs Hobbies, 111 Macquarie Street, Parramatta, - working layout and static display of Preidmont and M.R.C. scale model kits of N.S.W. prototype. The "HO" 32 class to be released in January/February, was also on display.

Combined stand of Rail Recording & Film Services and the N.S.W. Rail Transport Museum. Films and sound of favourite steam locomotives. Photographs of railway preservation activities. On display was the 1970 calendar, with photos of 30, 32, 36, 40, 53, 59, & 60 class engines, together with a number of other items. This year Jim Powe has available "Steam South" which features five sequences of 38 class. The Mail 938 on the Coonamble Mail in the hills between Orange and Wellington), "Pigs" (devoted to the chunky 4-6-0s), "Steam North" recorded

near Murrurrundi and on the short north between Gosford and Newcastle. All these are available from P.O. Box 95 Rydelmere, N.S.W., 2116.

Richard Youl - $\frac{1}{2}$ " = 1' scale, model tramway. Cars of the C,P,R1, and ballast motor type, as well as a Melbourne W5 were to be seen.

N.S.W. Steam Train and Railway Preservation Society - "1" gauge steam train layout with 2 balloon loops, with a gauntlet track section to simulate Tyrone Road and Durham Road or the Wallsend tramline near Lambton where it passed under the Lambton "B" Collier Railway.

Australian Electric Traction Association - "HO" tramway layout and book stand.

Prototype Model Products, 67 Walker Street, North Sydney, sales centre and display of N.S.W. prototype kits.

Australian Model Railway Association information stand and scenery modelling display by John Dunn.

Norm Read & Col Shepherd "O" gauge 7 mm scale layout. Models of favourite N.S.W. trains were running here.

Sydney Society of Model Engineers - a static exhibit of steam trains in "HO" to " $\frac{3}{4}$ " scale (mostly hand-made) - also boats and cars.

S.C.R. Publications - a display of Model Railway magazines and related publications.

N.S.W. School Railway Clubs' Association - a small "HO" layout with proprietary stock running together with back copies of the association publication "The Railway News".

Southern Cross Model Railway

Association -operating "H0" gauge layout and display of hand-built models.

MEMBERS

A. Sherwood - Micro - miniature model railway layout. 1/8" rail gauge "Puffing Billy" train and also live steam locos in "0" gauge.

Australian Railway Historical Society - display of society publications of historical nature.

Australian Model Railway Association(N.S.W. Branch) - "H0" gauge exhibition layout featuring the Hawkesbury River and Knapsack Gully. Locos of the 12, 18, 30, 32, 36, 38, 40, 42, 48, 53, 57, & 60 class, together with VR S, X & Y class were to be seen operating on this greatly improved layout, which was designed and built by Jack Parker with assistance from Norm Read, Phil Kelly, Ken Edward, John Dunn (scenery), Kevin Brown, Bruce Lovett, and Les Fordham.

For that final finish to your dressing the following accessories are available with the "wheel on rail" motiff:

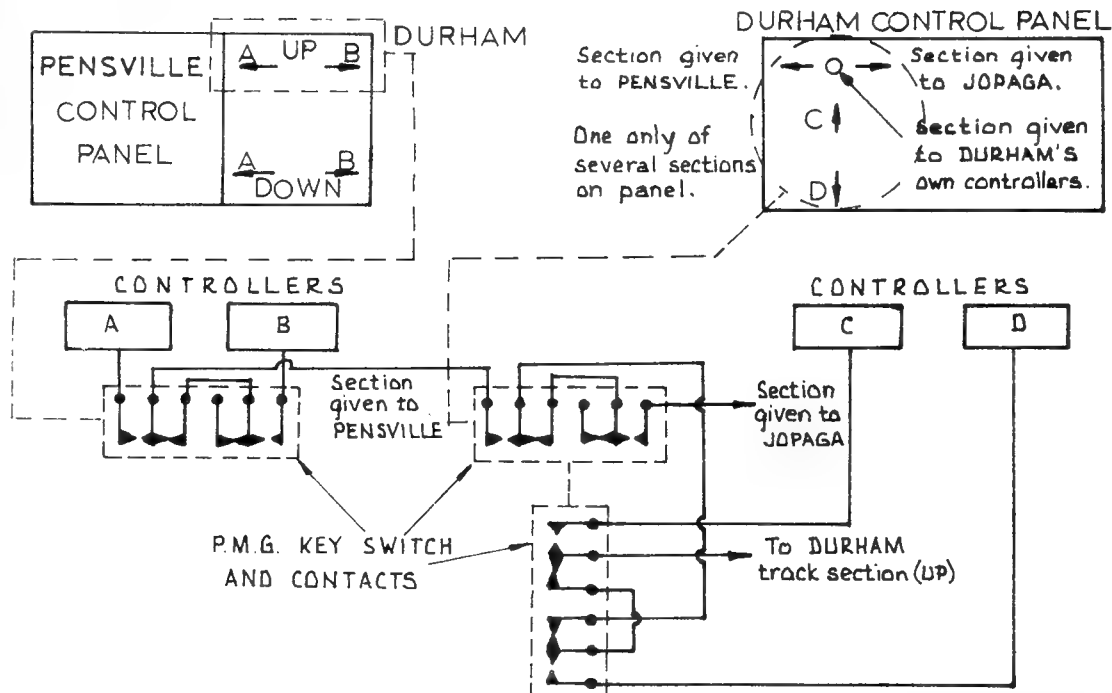
Lapel pin.	.50c.
Tie bar (crocodile clasp)	
silver	\$1.00
gold	\$1.25
Cuff links	\$1.50

and for the lady members there is a broach - 50c.

These items are available from the Federal Treasurer, 26 Lilac Street, Punchbowl, N.S.W.2196, post paid.

After more than 10 years, the price of the lapel pin has had to be increased because of increased costs over the years.

ERRATA This diagram was omitted from "The Jopaga Line".



Z Vans of the V. R.

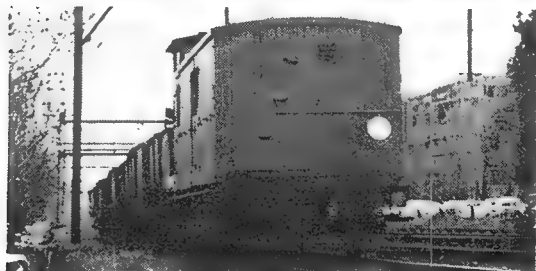
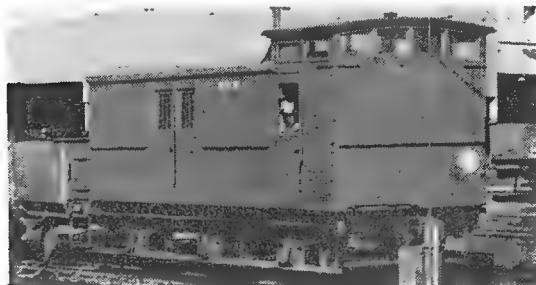
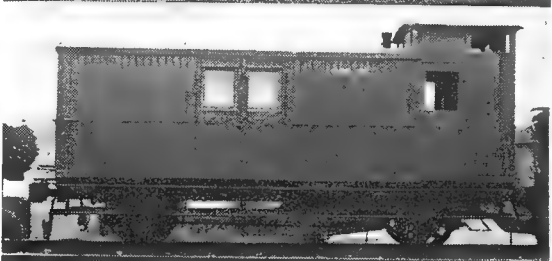
Photos: Rex Little.

by Rex Little.

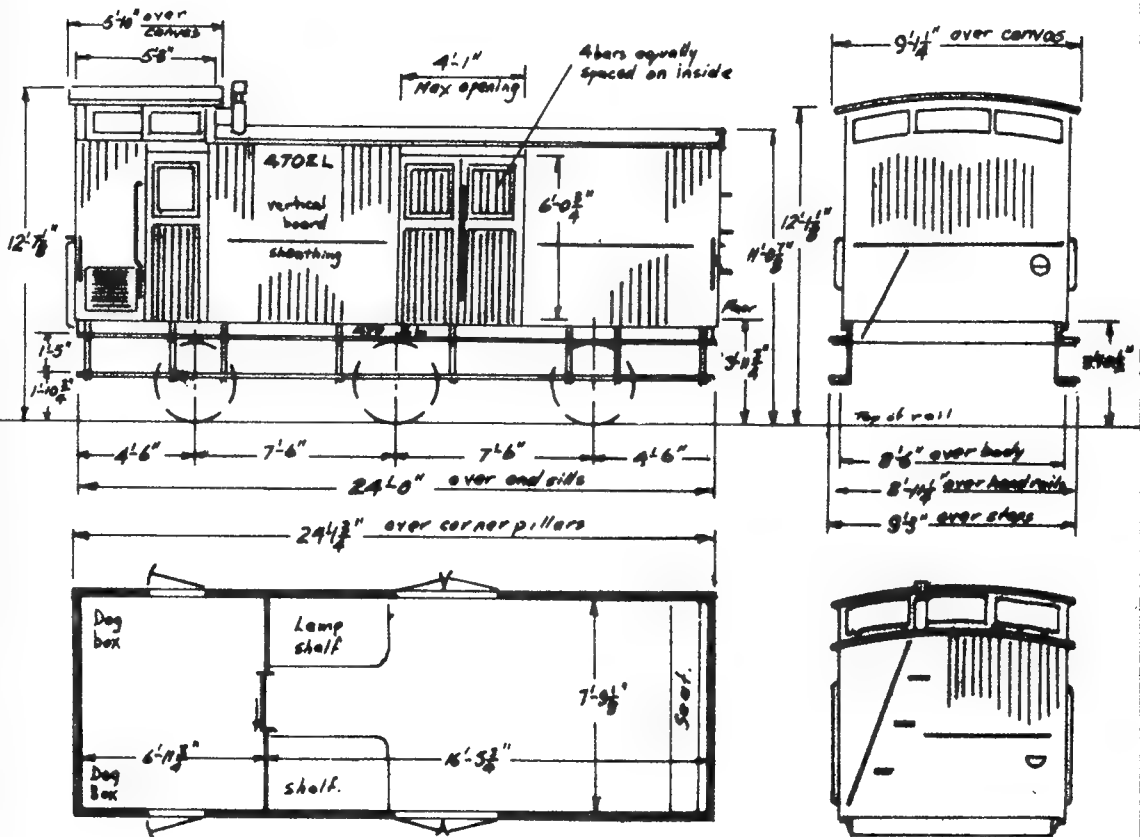
My next effort was to produce some vans. Journal No. 54, Dec. 1964, had an article by Cedric Rolfe on the 600 series Z van (which is a 4 wheeler) on a Triang underframe. A little research showed me that the 6 wheel Z van has the same dimensions as the 4 wheel, with the addition of the extra axle.

More trips to the yards showed me that there were many varieties of construction. The windows in the Guards lookout varies in number from 2 to 4, some were steel sheeted, and I photographed one that was all steel construction.

Suitable underframes were found in my scrap box, from an Airfix Guardsvan and an Airfix tank car. The vans were constructed using 0.010 styrene sheet for the body, and some fine piano wire for the handrails. The extra axle boxes came from another Triang wagon that I had converted to a UB. (See next article).



VICTORIAN RAILWAYS VAN CLASS Z



Z vans, both 4 and 6 wheeled, may be seen with various configurations of windows in the guard's lookout. Some vans are metal sheeted. For 4 wheel van omit centre wheels. See also plan published in Journal No 54 - Dec 1964.



B
7-69



Completed models.

Lets Have a Convention

by Ted Frost.

Now that the time is almost here for the first ever International Convention of Railway Modellers and Railfans to be attempted south of the equator (or north to it too from what the organisers can find out), I look back over the past 2½ years and am amazed at the fact that this convention ever got off the ground. With the knowledge we now have, I'm sure we would never have attempted it had we really known the work it would involve.

We were casting around for some method of giving the hobby a boost along, back in late 1966, and naturally enough we did consider organizing a model railroad exhibition similar to the ones held in Sydney and Brisbane. It seemed to us, in those days, that such a project would not really suit Melbourne, for quite a number of reasons - not the least of which was the lack of clubs in the state that could supply exhibition layouts. On top of that, experience had shown that the trade toy fair, which was always supported by AMRA was failing badly. There was a serious decline in attendances by the general public, and, of course an exhibition would provide a place of entertainment for the general public, but what would the fellows already in the hobby gain that they couldn't gain by a visit to their local hobby shop? Again, if we were looking for new recruits to the hobby, most school fetes in these days had model railway exhibitions as part of their attractions, run by a local fan, or perhaps AMRA or some other club. No we wanted to give something to the existing hobbyist, and what could we do here?

What about a convention. Well, this certainly had not been tried successfully before. Even up to now,

there hasn't been a numerically large convention in Australia - 30 to 35 delegates seems to be the limit.

The Melbourne Model Railway Society Committee agreed in principle to a convention - if it could be made to "go", and charged Ken Elder and myself to look into the practicability of such a project. We kicked the idea about one evening over at Ken's home, which, incidentally is some 35 miles from my place. After considering and analysing the reasons why other conventions have not gone so well here in Australia, we came to the following conclusions:

1. They have been too short in time.
2. They have always been over a weekend, when all of our railways are virtually closed down - especially classification yards, workshops.
3. They have not offered enough interest to attract delegates. One or at best two clinics did not seem enough.
4. No thought had been given to family members who attended the convention city with delegates.
5. No "star attraction" was offered.

"You have a number of overseas contacts Ted, do you think any of these would care to come to Australia for a convention and if so who?" Ken asked. I ran quickly through the list of people I regularly corresponded with and came up with four names that might appeal. Bill Burke P.R. manager of Sante Fe Railroad Systems; Charles Castner, Assistant P.R. Manager of Louisville & Nashville Railroad, J. Stephen Dewhurst, Vice-President of Association of American Railroads, Linn Westcott of Model Railroader.

We considered these, and in course of this decided "Why not run an inter-

national convention?" After all, the U.S.A. rail fan groups were starting to find Australia, so why not organise an attraction to bring them here? It followed that if they were to come so far, we would need to give them more than 2 or 3 days. From the local modellers' point of view, they would want more time to get to know the international visitors too. So how long should it be for? This we couldn't decide, so went to the other extreme and decided "as long as required to fit the programme."

When should it be held? This was easy to decide as Moomba Week stood out like a sore toe. There are many attractions laid on for family delegates, so March was the time for it. Which year was the best? Again 1970 seemed by far the best, as this was the 200th anniversary of Cook's discovery of the East coast of Australia, and it seemed we would get some extra special activities to celebrate this. Besides it gave us about 3 years to really plan and organise the show completely.

Our next problem was to come up with a suitable programme, and this was no easy task. There was so much that could be done our problems resolved around what to leave out - not what to put in. It seemed that we could run a convention for a full month with all the things we could put into it. The idea was practical, so we reported back to our Committee this fact.

The decision was made, 1970 would be the year, March the month. We then got down to the next important decision. Do we approach the other clubs in Melbourne re co-sponsoring, or do we go it along? This really was a hard decision to make because we did feel that the other clubs would be keen to be in it. On the practical side, we saw the fact that we would need \$500 to \$1000 to launch this though, and also had to face the fact that at the end of the convention, we would

possibly be "in the red" over it. The best we could hope for was to break even. A few private enquiries told us that no other club would be interested in helping finance the project, so we elected to do this alone, so no other club was officially approached re the convention. We did approach AMRA Victoria Branch, re an exhibition to run in conjunction with the convention, but more of that later.

Our next task was to consider a programme, but at the same time, we needed to consider the venue of the convention too. Then there was a matter of catering, accommodation was another requirement to think about. Over the next 6 to 8 months, Ken and I spent on an average 3 to 4 hours a week on this jointly, and I quite unashamedly called on all my contacts in Melbourne and elsewhere, some influential, some not so much so. We were fortunate in having a number of contacts in the right places who are in a position of influence enough to get some of our requirements underway. Without these folk, our job would have been very hard.

First and foremost, Linn Westcott, when I broached the subject with him he had already planned to visit Australia and New Zealand in 1971, but would now do so in 1970. Furthermore he was only too happy to give a talk to the convention.

My friends at the Federal Hotels agreed to have the convention at the Savoy Plaza, and what is more do all the worrying on catering and accommodation, and what's more, would arrange for special accommodation at the Moomba Day procession.

Contacts inside the V.R. ensured a smooth passage for our requests to visit workshops, railway stations, and hump yard, which we were assured would be finished by then, and so on. All this involved many letters, personal

visits, phone calls and so on, but what we could do was starting to take shape. What we needed to do now was programme the lot so that every delegate saw everything.

All places to be visited were limited in the number that could be there at the one time, and as we were not even sure how many would attend the convention, what could be done about this? It was finally resolved that for visitations, we would treat each group as a "little convention" in its own right, and a chart was drawn up showing all places we proposed to visit. From the facts gathered, we knew that each group could visit two sites in the morning and two in the afternoon. We also had assurance from the managers of the particular sites that we could send through a different party each hour or so, and so came the planning of which group would go where, and at what time? Places to be visited were paired off, and groups paired off also, so that group A and B would visit site 1 and 2 on the same half day. Group A would visit site 1 and group B site 2. Then after an hour to an hour and a half the groups would change over and visit the alternate site. This cut down the mileage required on transport to be used, and so cut down expense. After many hours with paper and pencil, a dovetailed programme was finished and we could turn our thoughts to the three fan trips we decided ought to be offered. This was not so easy. We felt we needed to offer trips of railway interest to delegates, and tourist interest for family members. The only trip that picked itself was the one to Puffing Billy so we shelved this problem for a month or two while investigations were made through contacts in the Association of Railway Enthusiasts.

Meanwhile the outlined programme, with site visits named, one fan trip named, and the others just slotted as trip 2 and 3, together with clinics

slotted by number only was presented to the Committee for approval. This was accepted, and is in fact the final programme to be presented in March. The selections made had met with the approval of all concerned, who agreed we had eliminated the ones of least interest.

This was December 1967, and details were now sent to the various hobby magazines throughout the world. Model Railroader, Railway Model Craftsman, Railway Modeller, Finelines, N.M.R.A. Bulletin, AMRA Journal, all gave generous support, but there was one disappointment. The other Australian Magazine said they would be happy to promote our convention, and sent their advertising rates to us to advise us of the cost of their promotion. We did not get support from this magazine, who so often claim they will support the hobby the best they can at any time. All the above magazines have given generously of their space since March 1968, while we have also had publicity in hobby magazines in Italy, New Zealand, India and South Africa from time to time. We also circularised all Model Railway Clubs registered in Model Railroader and Railway Modeller, as well as every club we could trace in Australia about this time. Postage and printing had cost near \$300 by this time.

By July 1968, we had looked at a number of likely places to take No. 2 and No. 3 tours, and had rejected most as unsuitable. A number of places were considered and rejected on paper only, but it was found some places required an evaluation trip to see the practical side of this. Eventually Ballarat and its trams was one choice, and Swan Hill and its folk museum the other. A reserve trip has been arranged in case of emergency, as all Special fan trips are dependant on availability of locomotives.

The matter of a model railway ex-

hibition was then considered, but with the variety of jobs required to be filled to make the convention a success we felt this was beyond us - however good the idea. Discussions were held with AMRA Vic. Branch, and where the best we hoped for was for them to do this on our behalf, they undertook to do this on their own behalf as a contribution to the success of the convention. This attitude was equal to that of the A.R.H.S. Museum Committee, and the P.B.P.S. when their facilities were made available on weekdays for us. We are grateful to these bodies, as also to the support offered and accepted by the Locomotive Society of Victoria and the Tramway Museum Society of Victoria Limited in making their facilities available.

Home layouts are an important part of any convention, yet as some delegates are rail fans, not modellers, we had to compromise here. Visits to home layouts and rail film shows clash. This is the only phase of the programme where a choice must be made.

In selecting home layouts there are many facets to consider, e.g. the layout must be of high standard in at least one aspect of the hobby, but preferably in most aspects, it must be easy to reach, it must have room for a number of visitors at the one time, and so on. Our inspection officer (Keith Main) has spent one evening each week visiting layouts. About half of the layouts visited have been unsuitable, but, if nothing else, I'll wager Keith has seen more home layouts in Melbourne than anyone else in Australia. Each delegate will visit at least six of these.

Selection of clinic subjects and speakers also has involved many hours of research, but is now behind us.

While all this was going on, we were receiving enquiries from all over Australia and eight different count-

ries. All had to be answered, and many of those who wrote wished to correspond regularly. This has been done willingly by me, and I have gained a number of friends through this project. Preparation of information for magazines; answers to prospective delegates; letters to delegates; letters to clubs; railway department heads; tramways; bus companies; hotels, etc etc. now number about 2000, all drafted by myself, though about only half typed by me - my wife has typed the rest, is just one aspect of this convention.

The publication of the two booklets produced involved more hours of work and here we must make mention of the financial support of the advertisers who in the main met the cost of these efforts, although not entirely. They certainly are happy to help foster the hobby in this way, and in return, we commend them to you.

These then are some of the things that have gone by us now in planning the convention, and to date we have registrations for about half of the maximum number we can accept - including 60 from overseas. The programme, which is all included in the cost of \$60, is shown in an abridged form at the end of this article. Accommodation can be had from \$65 for bed and breakfast.

I look forward to welcoming you at this great function and know you will make many friends from overseas and other areas of Australia while you are here.

Oh! just one more thing, the next convention I attend I'll be a delegate to - definitely not the organiser. This one was a challenge and fun to do, but once in a lifetime is enough when it comes to organising this type of thing - well, at least till next time I guess. I've not mentioned the family programme of course, but it took

the same detailed planning as this one and details can be had by writing to me at the address shown in the convention advertisement in this issue.

In conjunction with the convention there will be a Model Contest with 10 sections. These sections include the usual scratch built, converted and free lance models, plus scenic accessories, layout design and a photographic competition. Prizes will be awarded to the winners of each section plus a prize for the "Best of the Show". For further details send S.A.E. to the Convention Secretary, Box 68 Boronia, Victoria, 3155.

Abridged Convention Programme.

Monday, 2nd March - Opening Day.

- 10.30 a.m. First model clinic, scenery.
Visits to selected locations around Melbourne.
- 1.00 p.m. Official Opening Luncheon
- 3.30 p.m. Second model clinic, scratch building.
Visits to selected locations around Melbourne.

Tuesday, 3rd March.

- 9.00 a.m. Steam hauled trip to Ballarat, including a tour of Ballarat Tramway System.
- 7.30 p.m. Third model clinic, subject to be advised, by Linn Westcott.

Wednesday, 4th March.

- 9.00 a.m. Family groups, half day tours.
Delegates tours of V.R. installations.
- 7.30 p.m. Slide show or visits to private layouts.

Thursday, 5th March.

- 9.00 a.m. Steam hauled trip to Belgrave and then by Puffing Billy to the narrow gauge museum.

- 7.30 p.m. Slide show or visits to private layouts.

Friday, 6th March.

- 9.00 a.m. Family groups day tour to Geelong or Daylesford.
Delegates tours of V.R. installations.
- 7.30 p.m. Fourth model clinic, electrics by Allan Dowel.

Saturday, 7th March.

- 7.00 a.m. Steam hauled rail trip to Swan Hill and visit to the
- 11.00 p.m. Folk Museum.

Sunday, 8th March.

Free Day.

Monday, 9th March.

Moomba procession etc.

Tuesday, 10th March.

- 9.00 a.m. Family groups tour to Healesville sanctuary.
Delegates visits to V.R. installations.
- 3.00 p.m. Fifth model clinic, operating a model railroad, by K. Elder, J. Robertson and M. Robin.
- 6.00 p.m. Farewell dinner.

Wednesday, 11th March.

For those with that extra day, tour to Phillip Island and the Penguin Parade.

ERRATA.

In the last issue due to my oversight, I missed the fact that the Federal Committee had ruled that all the construction competitions should close on 31st January each year. Therefore, would you please note that the Lineside Structure competition closes on 31st January each year not 30th September, as stated.

Our Change Of Heart

Part 2 by Ken Elder.

Since writing the first article regarding my change over to "N" I have been hard at work in laying track, ballasting, making buildings and doing scenery. With the Editor's permission I will try and give members my impressions and mistakes to avoid with the new scale.

The very first thing one must do is to STOP THINKING IN TERMS OF HO. I found that after having twenty-five yards of main line, "up and down", I had left far too much space between tracks, particularly in the curves. This meant the majority of the "down" track had to be pulled up and relaid and where it had already been ballasted, redone all over again. However now I admit that it looks very much better, and I can allow visitors to call without wondering what they will draw my attention to next time.

I tried ballasting this time using TT scale ballast (obtainable from Trevor Miller Hobbyshop in Camberwell Road, Hawthorn,) mixed with Casco powdered glue and then placed in position on and around the track. The mixture is then sprayed gently with water and left overnight to harden. It is very easy to use, so long as you make sure the mixture is just below the level of the sleepers to avoid interference with wheels when it has hardened. Of course one must be careful to avoid placing it in or too near blades and switches.

I also tried using powdered cement colour mixed with the Casco powdered glue for lineside scenic effects, laying the mixture and then spraying with water gently. To-date it works quite well, although I have not yet tried it on actual scenery.

How many of you have heard of "Mod-Roc"? This is an English product consisting of several yards of about six inch wide plaster soaked bandage. All one has to do is to cut off the size required, dip it into water for four seconds, allow excess water to run off and then place it in position. As it hardens rapidly a certain amount of speed is necessary. I found it ideal for the initial scenic outline, with the usual mixture of moulding plaster being placed over it after twentyfour hours. This Mod-Roc seems the answer to scenery in a hurry (obtainable from Baker & Doherty) and can also be used to cover those table joints that occur in awkward places.

I have also made about seven or eight of the building kits as supplied for "N" by Pola, Atlas, Hlejan and others. With the aid of the carbon tetrachloride they came together easily and quickly, taking about thirty minutes each to make. They are all pre-coloured in reasonably natural colours and lend a most realistic atmosphere to the layout. I intend to place many more in the appropriate spots as they become ready. I did not find any snags with any kit so far, although a couple merely had exploded drawings and no wording to go with them.

Telegraph poles are also available from two manufacturers, and plenty of figures that are remarkably well detailed for their tiny size. If you watch out for Architects scale models in the near future, see if you can count the number of "N" gauge figures on one model. It will probably run into many hundreds. One person we know received an order for a thousand tiny figures just for this purpose. That is really talking money.

My rolling stock to date consists of four Pennsy passenger coaches with clerestory rooves and an F7, A and B (both lit) also in the Pennsy colours. From what I hear the best rolling stock is a toss up between Lima (new style with metal wheels) Minitrix, and Atlas. The Lima would appear to have the edge on the others at the moment because of the price reduction. Although I feel this could change with European markets in the near future, of course we hope that prices will come down in the other makes, not go up. I sincerely hope so because I am prone to running trains of ten or more wagons of the same type and I saw some beautiful ore wagons recently by Minitrix, but \$2.50 each??

When one is starting off in a new scale there are so many things that one needs, and one has to revert to trying to establish some sort of priority, and this can be extremely difficult. Should one complete all trackage, and pointwork, and signalling first, or should we be content with a smaller extent of track, and some rolling stock and locos? Then again, what about that new power pack and controller? You see what I mean. I am still endeavouring to make up my mind finally, and so shall have to continue to run with a reduced passenger service and no freight unless we can run to a baggage car on the end of the local passenger?

Talking of signals, I happened to be in a hobby shop when the agent called to show Brian some new colour light signals in "N", I believe made or marketed by Minitrix. As these appear to be the only ones on the market at the moment, there will probably be a good demand for them. They are in two types, amber and green or green and red, and from what I could see working off 14 volts. Price at this stage is unknown.

Another thing I have found by using

Peco pointwork and their system of switching of the points, one does not have to worry about using insulated rail joiners, because the point does it for you. Their double slip is arriving from England by air mail in the near future, the agent informed me. If this is anything like the remainder of their pointwork, it will be most welcome. Then I can change all my long crossings for double slips, beauty!!

CHEMICALS - A WARNING

In these days of Plastic Kits one is always using something to speed up production or completion. To-day in an old copy of Model Railroader (1962) I found this warning and I feel that it is well worth repeating. "A most dangerous agent - CARBON-TETRACHLORIDE. This is an extremely potent and hazardous chemical, especially when used in a poorly ventilated area. It can cause death when inhaled and may also produce severe liver damage."

FOR SALE

NEW. HO Japanese brass loco (KTM). American general type 2-6-0 with diamond smoke stack in original box. Price \$25.00. Mr. L.V. Solomon, 22 Ronley Street, Blackburn, Vic.3130. Phone 8784331.

WANTED

Back copies of Journal - Numbers 47 54, 58, 59 & 61 - up to 30c. each depending on condition. Mr. L. Solomon 22 Ronley Street, Blackburn, Vic.3130. Phone 878-4331.

THE POP VALVE! FOR READER'S LETTERS

The Editor,
A.M.R.A. Journal.

Dear Sir,

I was fortunate in being able to attend the model Railway Exhibition organised by the N.S.W. Branch of A.M.R.A. at the Sydney Town Hall and found it to be an excellent show and a credit to the organisers.

At the Exhibition I was delighted to view the amazing range of HO gauge kits being, and to be, produced of local prototype. These are mainly N.S.W.G.R. but V.R., S.A.R., C.R., W.A.G.R. and Q.G.R. all to HO scale are in the course of production. All Australian modellers will be able to purchase wagon kits of their own State's railway and those wagons of other states' railways that are bogie exchanged, and run in their home state. Some modellers licence will be required, for the Q.G.R. stock is suitable for bogie exchange, but the Q.G.R. does not participate in the activities.

The main point of my letter is, although these are not the best kits available, they are of local prototype. I would urge all HO modellers who are interested in Australian prototype to support the manufacturers of these kits, and encourage them to extend and improve their range. Unless we, the modellers, support the local manufacturers by buying their present kits they will not be able to improve their present standard and so extend their range to the standard of the overseas productions.

If we give them our support I am

sure they will not disappoint us and will continue in their endeavours to promote the cause of Modelling Australian prototype.

ARTHUR ROBINSON.

The Editor,
A.M.R.A. Journal.

Dear Sir,

I find it hard to follow Ted Frost's statement that there is little mention of other than HO/00 in overseas journals. Here are three I receive:

Model Railway Constructor.
July 1969.

Construction of an EM gauge Claughton Part 2.

Gauge 1 garden railway Part 3.

A description of the Romney Hythe and Dymchurch light railway an O gauge layout.

June 1969.

Building a Claughton in EM gauge Part 1.

An imaginary GWR Branch in OO.

Layout suggestion for N gauge.

May 1969.

Trawsfynad Narrow Gauge Railway (4mm on 12 mm gauge).

Model Tramway construction in 4mm scale.

Scratch building a 4 mm 40 ft GWR.

Tri-composite coach.

Model Railway News.

July 1969.

Chilton Vale Railway 4mm scale.

A TT line in the making.

Tinplate Topics.

Wagons in 4mm Part 2.

O gauge high pressure steamer.

June 1969.

Caledonian Roundabout - an 0 gauge layout.

La Ballastiere de Chailloué, a 7mm scale period piece.

4 mm goods shed.

Tinplate Topics.

Wagons in 4 mm scale Part 2.

Easy track building for gauge 0.

LSWR Coaches in 7 mm scale.

Romney, Hythe and Dymchurch 0 gauge layout.

May 1969.

Planning for 009.

Broad gauge single in 7 mm scale.

G.W. slip coaches in 4 mm.

Two rail in gauge 1.

LSWR coaches in 7 mm scale.

Horse drawn open coach 3.5 mm.

009 workmans wagon.

G.W. auto coach in 4 mm.

Railway Modeller.

June 1969.

Mineday and Woodside Road 4 mm branch layout.

A concrete viaduct for a 7mm garden railway.

A dreadnought in 0 gauge.

May 1969.

Lakeside - 4mm scale on 18 mm gauge.

Coach construction in 4 mm.

Diesel shunter for 0 gauge.

April 1969.

Portabury & Ruffwell Magna - a 4 mm layout.

Magnetic coupling in TT.

Illustrations and description of

Pola Maxi two new locos in 0 gauge.

Three new Rivarossi locos in 0 gauge.

Two Marklin gauge 1 locos.

Taking the last three sources of those magazines, I find Ted Frost's statement hard to believe.

This may also help others to get some idea of what is available in some of the journals. It also indicates the interest being taken in gauges 0 and 1.

BROUGHTON BOYDELL.

I believe that articles on any gauge apply equally to all others - all one needs is to convert the scale to the one of one's choosing. This is not all that hard, in fact Cedric Rolfe wrote an article on this subject which was published in the December 1964 Journal No. 54.

THE EDITOR.

The Editor,
A.M.R.A. Journal.

Dear Sir,

As an 0 gauger I have been very interested in Pop Valve in recent issues. However, I cannot agree with the suggestion by Broughton Boydell that material in Journal should be reprinted from other sources. Those of us who originally purchased the magazines from which the material would be taken would be reading it all again (and paying for it again). On the other hand I heartily agree with Broughton on another matter, namely Pop Valve. I too believe that Pop Valve is a very important part of Journal, but letter writers seem to be even harder to find than article writers (if that is possible). Maybe it needs something controversial to be injected into the print now and again? I think the present action in Pop Valve has tended to make Journal become more personal again.

Now getting back to 0 gauge. Only 0 gaugers are likely to notice any thing new in that gauge, so its up to 0 gaugers to WRITE IN whenever any thing new is spotted. I am equally at fault in this regard. Further, here in Australia most dealers, makers and dabblers in 0 gauge are in the model railway field on a part-time basis. (The Model Dockyard being, to my knowledge, the one exception). Therefore one generally will not find their wares in any shop, but rather in some home workshop. Take for instance

the N.S.W.R. 4 car and 2 car multiple unit diesel trains which are still, as far as I know, being manufactured somewhere in the Sydney suburbs. These are well made, well painted and true to scale, but one will never see them in the shops. I think this same maker has end-loading suburban cars (loco hauled), as well as 4 wheel coal hoppers, but he cannot make a sufficient quantity to have them laying around in the shops! Further, there are the diesel loco bodies, beautifully made of steel. I have seen them, but I do not know who makes them. What about the V.R. B class diesels made by Phoenix Model Co. in Victoria? No one seems to know whether they are still being made or not, or even if Phoenix Model Co. still exists.

On the large scale commercial side, I think for the time being, we must rely on overseas. I think it was Cusan of U.S.A. who had quite a range, much of which was suitable for Australian lines. Similarly Lionel had some reasonable scale wagons (I own some Lionel hoppers and they are pretty good), but where can you get a Lionel or Cusan? Further, price here is a problem, with U.S.A. wages being typically \$150 per week, their hobby gear can be quite expensive to us. So that leaves Europe. Well I understand Rivarossi have some beautiful 0 gauge stuff, but it never sees our sunny land. Another continental firm (is it Piko or something similar?) has a range too, including a beautiful steeple cab electric loco, maybe not Australian prototype, but very good models. In England there is Triang whose products are at last reaching our shores despite the apparent efforts of the local Triang agents to keep them out! There is the passenger coach, which at 16" long may be a bit short (I don't know for sure, as there are plenty of 64 foot coaches in Britain), the gondola wagon and battery powered diesel loco which should not be hard to power from the track.

Well, what about it agents and importers. How about landing some of this equipment? Now that Triang 0 gauge sets are on sale in most stores maybe the "toy train" users can enlarge the market sufficiently to make Rivarossi and Piko (?) worthwhile out here.

Finally, you 0 gaugers, how about making some enquiries and see what is being made locally, then drop a line to the Editor, we may be able to get something moving yet!

BRIAN ROWLING

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HELP WANTED

I wonder if any of Journal Readers have had any experience with model train whistles (steam)? I refer to the type placed under the baseboard and operated by a small blower. I have seen them, not in working order, and wonder if they sound realistic, or if the whistles could be made that sound like Australian prototype using the above or any other principle.

Brian Rowling,
42 Pemberton St.
PARRAMATTA. 2150.

Branch Reports

VICTORIA

Things are going along nicely at the Victorian Branch these days. It has been possible to give our members a variety of interests at each of the meetings. Since my last notes in Sept./Oct. Journal we have had the pleasure of observing a series of castings made in Silastic Rubber Moulds by Ford Niquet at our September meeting. All the members present were enthralled with the metal going in and water tower parts, bogie side frames and many other interesting parts for the hobby coming out.

Having conned Alan Dowell, in his absence, to give us a film night at our October meeting, arrangements were in hand, and when the night arrived, a pleasant evening was spent by a large attendance of Branch members. Alan, in his inimitable, way described the different methods of railroads in the countries which he visited, mainly the ticket issuing and cheapness of travel in the undergrounds of the Continent. Many models for display were exhibited at this meeting, among which Howard Armstrong's series of N.S.W. scratch-built rolling stock was a feature.

Unfortunately, in my last Branch Notes, I mentioned that the fares for our Rail Trip on Saturday 6th December would be \$3.00 for adults, and \$1.00 for children. Due to increased quotation from the Victorian Railways, we have to announce that the tickets will now be \$3.50 for adults, and \$1.75 for children. This trip will include photostops and halts for meals

Further to the present rolling stock competition for the construction of a flat wagon, the judging to take place

at the December Branch Meeting; a second competition for the construction of a four wheel open wagon, such as I, IA, HY, GY, RY, etc. will be judged at the February Branch Meeting. These vehicles can be from fully scratch built, to modified scrap plastic, so let the number of models for display be a talking point of the December Branch Meeting.

Don't forget our Car Trial on 16th November, at \$1.00 per car, purely train clues.

All the best to all for Christmas and the New Year.

JOHN SNEDDON.

QUEENSLAND

Our second meeting in October saw the Federal Secretary, Norm Read, in attendance and those members who did attend enjoyed a friendly get-together with Norm to hear of some of the workings of the Federal Committee. This was the best roll-up we have had for many months, and I hope we will see as many members as possible attending future meetings.

Both the Sn3½ and the HO-HO3½ layouts are in O.K. running condition, so members come along and give your models a trip on the Branch layout.

For those members who live in the Brisbane area, and do not attend meetings, please come along and make yourself known to us, or if you cannot, write and let me know. Remember we meet in the "Trocadero", Melbourne Street, South Brisbane, opposite South Brisbane Station at 8 p.m. on the 1st and 2nd Thursday of the month.

ARTHUR ROBINSON.

NEW SOUTH WALES

The big news for this issue is of course the very successful exhibition held at the Lower Sydney Town Hall on the recent Labour Day Weekend. The attendances were most heartening, considering the lull over the previous two years.

There is little else to report, besides the news that the toilet block at Rockdale is completed and lining of the amenities section is proceeding. The clubroom is now able to be used to its fullest advantage.

During August we had a very interesting talk given by Peter Woolley, and a visit to the Sydney Live Steam Locomotive Society at West Ryde, whilst the September meetings were put to good use preparing equipment for the Exhibition.

Coming events:

6th December - Christmas Party.
20th December)
3rd January) - Layout operation.
17th January)
7th February - Annual Meeting.

For last minute details watch the Notice Board at the Rockdale Club Room.

News From Other Clubs

The Committee of the Melbourne Model Railway Society wish to borrow for the period of the Convention 2nd to 10th March 1970, models of any of the following Australian trains: Spirit of Progress, The Overlander, etc., complete freight trains with or without loco, Australian prototype locomotives in either steam or diesel, all preferably in HO. Trains in scales other

than HO can be accepted to be displayed in suitable locked glass cases.

These trains will be run on the Society's layout main line by responsible Committee members during visits by Delegates to the Convention to the Society club rooms.

As there will be in excess of 200 overseas visitors at the Convention the Society wishes to show them as many different types of Australian prototype locos and rolling stock as possible.

All trains or rolling stock accepted will be insured and properly looked after during the whole period of the Convention.

If any modeller can assist will they please ring Ken Elder at 601391 (office) or 36 3789 (home) or write c/o Box 4562, GPO, Melbourne, 3001, so that details can be discussed.

SHOP SPY

O GAUGE

Seen in Bergrs Hobbies, 111 Macquarie Street, Parramatta, N.S.W.:

Triang Passenger Train Set. Bobo diesel-loco, 2 coaches, rails, (plastic) \$18.95. These items can be obtained separately as follows:

Bobo Diesel Loco, battery operated, but I believe conversion to either 2 or 3 rail would not be difficult. It has the usual plastic look about it, but a coat of Humbrol paint makes a world of difference. (I have seen it done). Detail is quite reasonable and the loco runs quietly, and bearing in mind battery powered, pulls quite a reasonable load. Price \$6.75.

British Railways Passenger Coach, at 16" long this may be a bit short for prototype, but there are many 64 foot coaches in the world. Detail is fair height appears correct, but I think for model railways the sliding doors would be better removed, altered and cemented back in flush with the sides. Needs painting to overcome the plastic look. Wheels seem to run true and freely. Bogie detail is reasonable Price \$2.95.

Transcontinental Passenger Coach. Similar to above, has fluted sides, but not fluted roof. If painted silver etc. would make reasonable stainless steel stock. Price 2.95.

Gondola. Bogie open wagon, again fair detail, runs well and with some modification and painting looks reasonably Australian. Price \$1.50.

Track, curved and straight, 25c each, Y points 95c. This track is all plastic and of course is suitable only for battery or clockwork propulsion and is intended for use out of doors or indoor.

The above is not a complete list of Triang 0 gauge, but it covers the range I feel suitable for use with a little conversion for model railways, as distinct from toy trains.

FOR SALE

Following the dismantling of a very large Hornby Dublo three-rail layout, I have a considerable quantity of equipment for private sale. Everything from track to locos with un-used spares for the latter. Large quantities of scenic articles. Prices by negotiation. W.P. Walters, Box 570, P.O., Lismore 2480, N.S.W.

Must Sell. Two Athearn HiF Drive locos, one F7, one GP9, five Athearn streamline cars, 7 crown wagons, one 5 car Athearn HiF Budd set, one H & M Duette. Will sell in lots for best offer. Peter Lemon, 3 O'Connor Street, Eastlakes, N.S.W., 2018, phone Sydney 67-2266.

Locomotives - Tyco, Lima, Triang. \$4.50 - \$8.00.

Coaches - Triang Pullman, Transcontinental etc. 50 cents, each.

Wagons - Lindberg, Jouef, Lima, Marklin, Rivarossi, Mantua, Crown, Tempo, 40-80 cents each.

Send S.A.E. for list to Ken Elder Box 4562, G.P.O., Melbourne, 3001, Vic.

Do you have a need for a push-pull solenoid to operate that signal, point, crossing gate etc.? Then you should not miss this bargain.

The Victorian Branch have obtained a quantity of brand new Triang X156, series 3, point motors, which they are offering to members at 25 cents each including postage.

For any quantity from 1 to 100 write to W. Morehouse, 6 Outlook Drive, Mt. Waverley, Vic. 3149.

Are you one of those dads who receive some horrible ties at Christmas then leave this where your wife or children can see it.

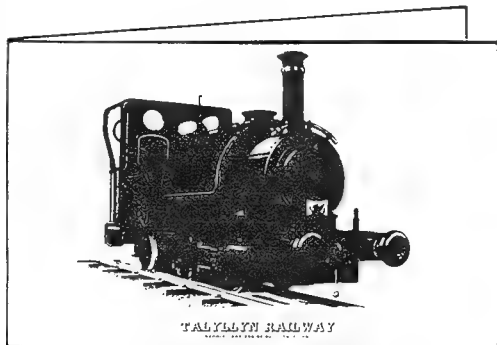
A.M.R.A. Ties either maroon or silver grey with embroidered A.M.R.A. badge - \$2.00 each including postage. Available from Rex Little, P.O. Box 46 Nunawading, Vic. 3131, or in N.S.W., from Keith Robinson, 26 Lilac Street, Punchbowl, N.S.W. 2196.



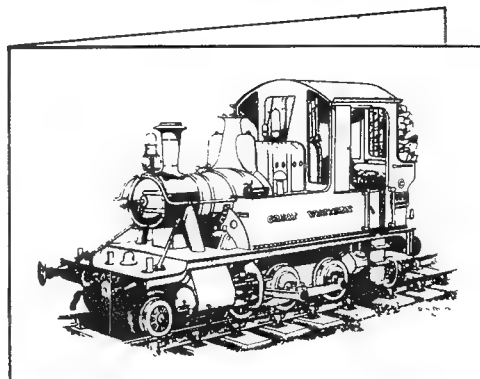
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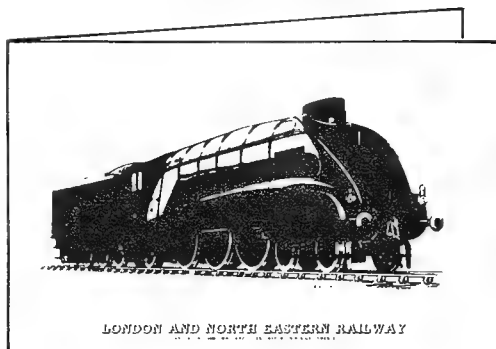
FOR THE RAILWAY ENTHUSIAST



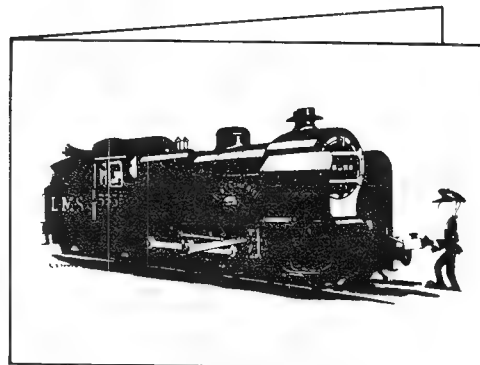
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Rom-57 4-coupled 3-rail, all ordinary		\$2.25
Rom-58 6-coupled 3-rail, all ordinary		\$3.35
Rom-59 8-coupled 3-rail, all ordinary		\$4.45

Rom-9 Axles with lock nuts for driving wheels (16½ mm. gauge)	each.....	30c
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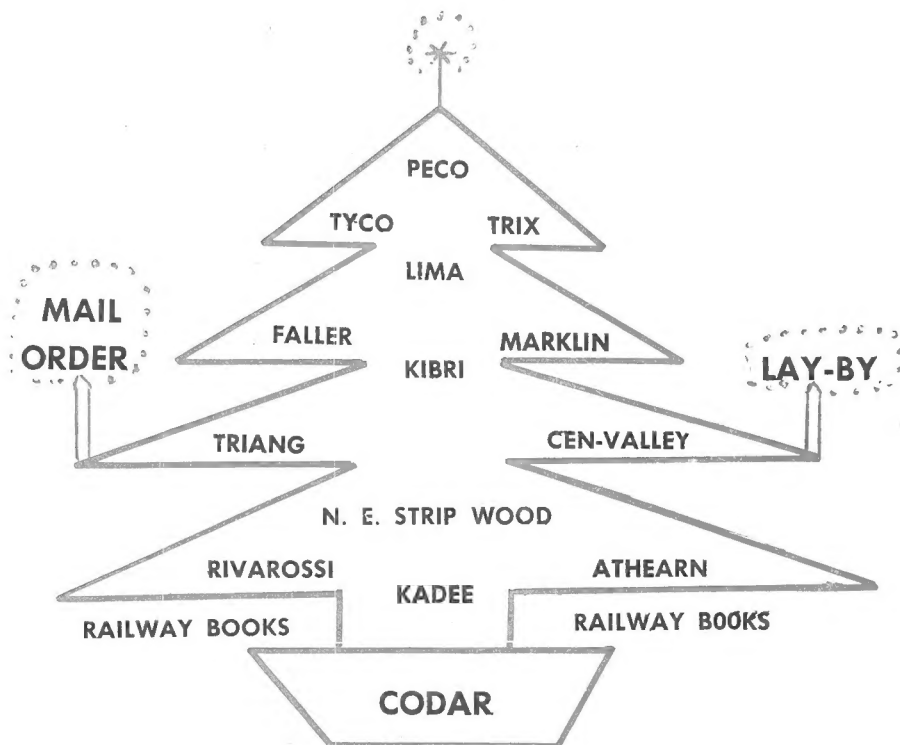


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